

Official and Classified ADVERTISEMENTS

Continued from Page 16

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FISHING NEWS

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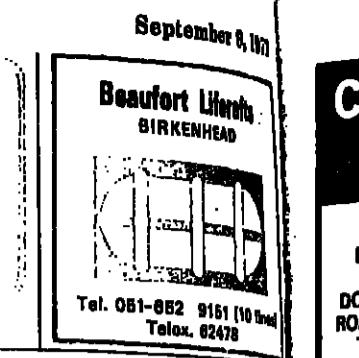
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September 8, 1977

fishing news

September 16, 1977

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MIRLEES
BLACKSTONE
DIESELS

£1m lost on mackerel

DEEPSEA TRAWLER owners were left reeling by the announcement that industrial fishing for mackerel would be outlawed by a licence system which comes into force tomorrow (Saturday).

After spending over £1m on the conversion of ships and paying out £125,000 for shares in a firm which had contracts in Denmark, fleet owners on Humber side were fuming at the Government.

"The Ministry knew about our plans to supply mackerel to Danish meal plants months ago," Tom Boyd Jnr, managing director of Boyd Line, Hull, told *Fishing News*. "Now after spending this money we are banned," he added.

Mr. Boyd revealed that his firm had spent over £150,000 on one ship alone to get her ready for mackerel. "This latest measure plus the stop-go policy in the North East Arctic makes long term planning impossible. The Government just seems to want the deepsea industry to disappear," he added.

The news brought both delight and gloom in the South West. First reaction of mid-water trawler skippers was that they would have to

Much of their catch was landed by fish-pump or brailer.

Mr. Lindley was greatly perturbed at the prospect of massive catch-dumping and the effect this would have on the grounds.

Ian Lindley, secretary of the S.W. Fish Producers' Organisation, said that the industry now had disaster staring it in the face.

He said mid-water trawlers would have to box at sea and did not have the facilities.

Continued on page 2

... FIRST IN

THIS WEEK saw the see what the mackerel prospects are.

On Monday morning she was taking on 35-kilo size boxes ready for the new legislation. Last year a large proportion of her mackerel catch went for fish meal.

"We are bringing *Boston Sea Knight* in about a month's time, when we see how this one gets on with the mackerel," said Mr. Hugh Simms, Penzance Manager for Boston Deep Sea Fisheries.



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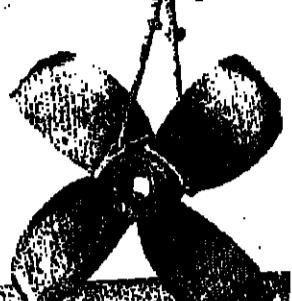
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FISHING NEWS

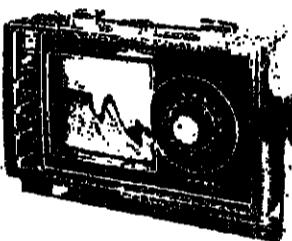
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Spasmagna — one of the lucky Northern Ireland vessels to get a Manx licence — heads into Douglas last week.

**Manx herring
—a 'blunder'**

A PLEA from Northern Ireland to increase the number of Manx herring licences has been turned down by MAFF.

At a meeting with Minister of State, Edward Bishop, on Monday officials of the Northern Ireland Fish Producers' Organisation said there has been a blunder in issuing only 100 licences.

With 24 licences not taken up by vessels in the Republic of Ireland, these should have been made available to other vessels said the PO's chief executive Capt. W. J. Long. The extent of the blunder was seen by the increase in the daily quota from 5 units to 10 units per crewman, he added.

Capt. Long's plea for additional licences for Northern Ireland vessels has been made because, with the Mourne fishing closed this year, Ulstermen do not have the other fisheries available to them like the Scots.

"Even at this late stage, with the Isle of Man herring

closing on October 1, some dispensation from the Ministry would have helped the out men who have invested a lot of money in gear, without even a chance of putting it in water," said Capt. Long.

Although they were disappointed by the results of the meeting, PO representatives were glad to have the opportunity to outline their problems in the event of a licenced fishery next year.

Their skipper, Paul Wheeldon, is the youngest of the brothers, all of whom have their skipper's tickets, having gained his in January this year. His brother James is with the trawler St. Roman when lost in 1968, and his other brother Victor was a BUT skipper until transferred to the merchant navy. Their father, Ted Wheeldon, is the son of Hamling's St. Jason.

Also landing on Monday were the BUT's Folkestone (32 ft. A. Cubbison) out a day earlier from the same grounds that Eriboll realising £38,495 for 1,136 kits.

The Skipper, suffering from shock, was picked up from the lifeboat by a Wessex helicopter from the Royal Naval Air Station at Culdrose and flown to Treliker Hospital at Truro.

After treatment there he later joined his four crew members at the "Ship Institute" — of the Royal National Mission to Deep Sea Fishermen — at Newlyn, until returning to France.

Their trawler, Kerlano, sprang a stern plank while scalloping, and sent out a Mayday.

The mail-ferry Scillonian,

on her way from Penzance to the Isles of Scilly, was first on the scene. She stood by until the oil supply vessel Oil Explorer arrived.

Goodbye to Othello

THE 1,113-ton freezer-trawler Othello, is leaving for Australia today (Friday, September 16).

Othello is the first of three BUT trawlers due to leave Humberside for Albany, 250 miles south of Perth.

Her future catches as well as those of the 1,125-ton Cassio and the 1,131-ton Orsino, both of which are joining Othello in the near future, will be landed, processed and marketed mostly for consumption in Australia.

The project, as announced earlier in *Fishing News*, follows a deal in which BUT has acquired 50 per cent holding in Southern Ocean Fish Processors Pty. Ltd., and Southern Ocean Trawlers Pty. Ltd.

Othello is expected to take about six weeks to arrive at Australia.

In command is Yorkshire Skipper, Dick Spencer (34) previously with Orsino for 3½ years. He joined the trawler industry 17 years ago as deckie-learner and has sailed with BUT's vessels throughout his career.

Othello will be taking equipment for a new fish processing factory and trawler maintenance base now being built alongside Albany Harbour for the Australian project.

Cassio and Orsino are still fishing out of Hull but it is hoped that Orsino will be ready to sail to Australia in late Autumn followed by Cassio early in the new year.

Before Cassio leaves for Australia, her freezing equipment will undergo modifications and a sonar net-drum will be fitted.

Initially, all of the trawlers will each be manned by a crew of 22 recruited on the Humber banks.

MACKEREL

they cover almost the entire area within the UK 200-mile limit, and they amount, in effect, to a ban on all UK fishing for this species directly for reduction to meal.

Known as the Mackerel Licensing Order 1977, the regulation covers International Council for the Exploration of the Sea (ICES) areas IV, VI, VII and VIII. These surround the British Isles and extend south to Spain.

It is estimated that up to 400 British boats have been engaged in the mackerel fishing. All will have to be licensed for an initial period from September 17 to October 31, when the system will no doubt have been assessed and changes made to last, and that there has been some real conservation action by the Ministry.

Licences are issued free and can be obtained on application to any MAFF or DAFS area officer. The owner on applying has to give the name of his vessel, its registration number, name and address of owner or agent, the registered length, method of fishing, and whether a member of a producer organisation.

She said it was EEC policy that local fishing must be protected, and Brussels had to be convinced that we were going to conserve the mackerel.

The new mackerel licensing controls apply to all UK-registered fishing vessels.

need for more stringent enforcement of the Sea Fisheries Committee's by-laws which prohibit fishing by vessels of certain sizes of types."

In 1978, the UK mackerel catch had risen to 86,000 tons

and the total for all countries

fishing within the ICES areas

included in the licence con-

trols was just under 800,000 tons.

This year several of

the very large catchers, including

the USSR, have had to accept

severe catch cuts and after

restrictions applied to waters

within the new 200-mile

limits of the EEC committee

ICES has advised that the

total catch should be kept

within 280,000 tons and the

inform the UK official at-

titude to mackerel fishing.

Although EEC vessels are

not subject to UK laws

controls, they have to fish

outside the 200 miles ac-

ording to their own ar-

rangements, and the MAFF

will be subject to control

subject to the general laws

of the EEC.

As the licensing rules are

reviewed over their first

period, particular account will

be taken of the need for the

conservation of stocks, the

total of landings to date, and

the proportion of the catch

which has been sold for

human consumption.

The MAFF will also be

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authorities concerned on the

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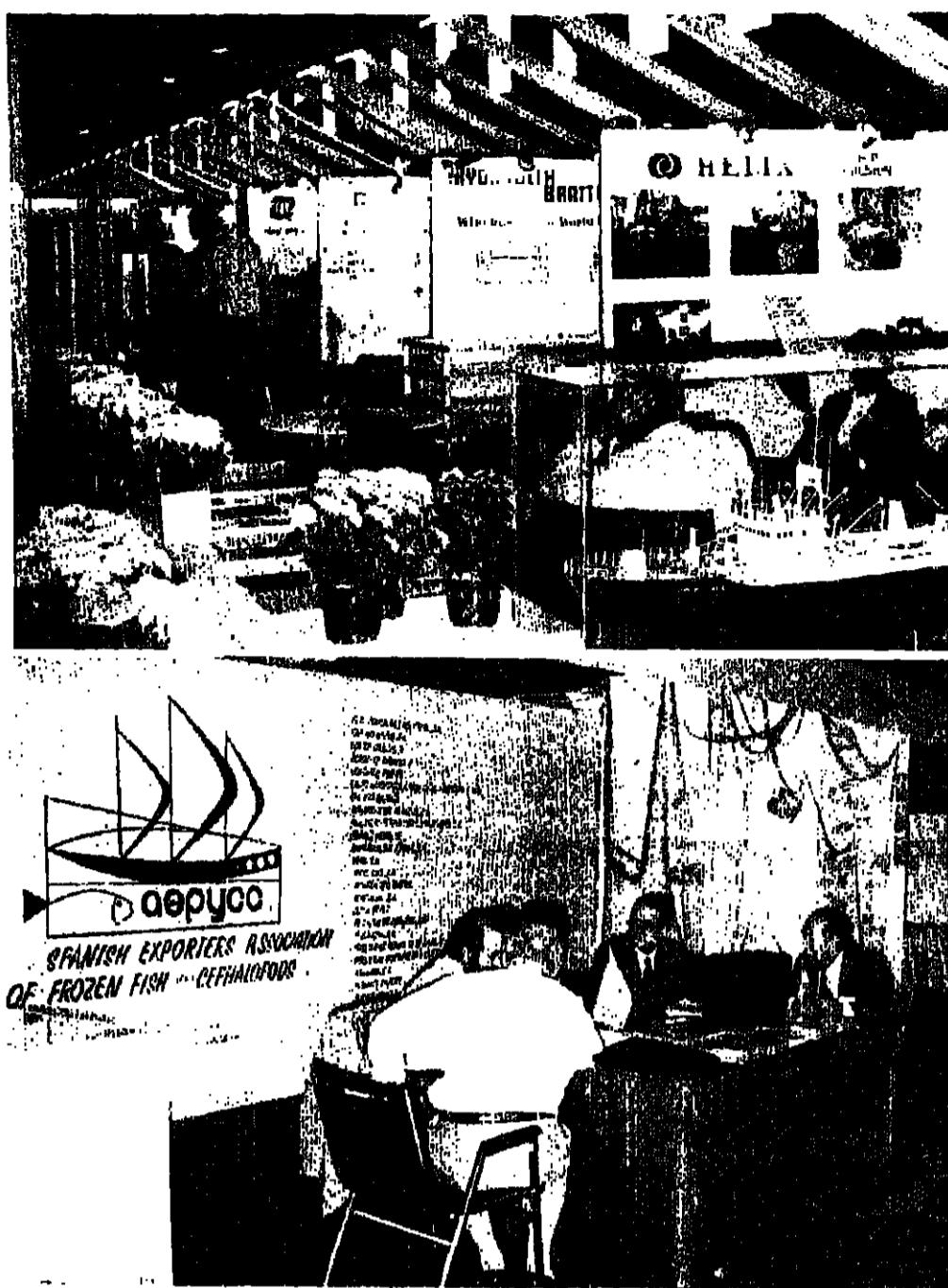
human consumption.

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holding discussions with the

authorities concerned on the

licensing rules.



Top: Nine exhibitors formed one of the most impressive displays on the Norwegian stand. Above: The Spanish were out in force looking for new markets for frozen fish.

FISHING NEWS

March 11, 1977

THE WORLD Looking out for a cut of Canada's cake

THE WORLD Fishing Exhibition which closed in Halifax, Nova Scotia, last week restored some credibility to this well-travelled series of shows.

Efficiently organised, well presented and heavily attended, the show went a long way towards erasing memories of Marseille, France, two years ago when visitors were as rare as astronauts on the moon.

With equipment lined up from 14 countries there were no signs of big spending. However, this didn't seem to depress too many exhibitors. One told *Fishing News*: "This is not an immediate selling operation, we're here with an eye on the future. Canada has a huge fishing potential and we're happy to get our feet under the table for when it does take off."

Big foreign delegations from Norway, Poland, USSR and Japan were all in evidence, all sizing up the chances for a bite at Canada's under-utilised 200-mile limit. After a spate of initial

enthusiasm for prospects in Canada, British trawler owners seem to have lost interest. Only two were in evidence: one from Hull and one from Scotland.

What did become clear, is that it could be a long and fruitless wait for those fishing nations wanting to invest in Canada or take advantage of any big expansion in the fishing fleet. Speaking at the opening of the show, Federal Fisheries Minister Romeo LeBlanc said he was not convinced that massive foreign investment was needed.

Postponed

Mr. LeBlanc also wanted expansion of the east coast fleet postponed while the chances had a chance to recover.

Referring to constant calls to build up a freezer trawler fleet, Mr. LeBlanc said: "I am not convinced that industry economics could support this type of expansion now". Priority would be given to coastal communities

dependent on inshore fishing, he added.

Most of Mr. LeBlanc's remarks were directed at a call from Nova Scotia Fisheries Minister Dan Reid for a \$900m fleet expansion plan opportunity launched during the show opened.

While Mr. Reid did not think the Canadian government could provide all of the money, he said that there is plenty of foreign capital ready to flow in. This was mainly from Japan and Eastern bloc countries, he added.

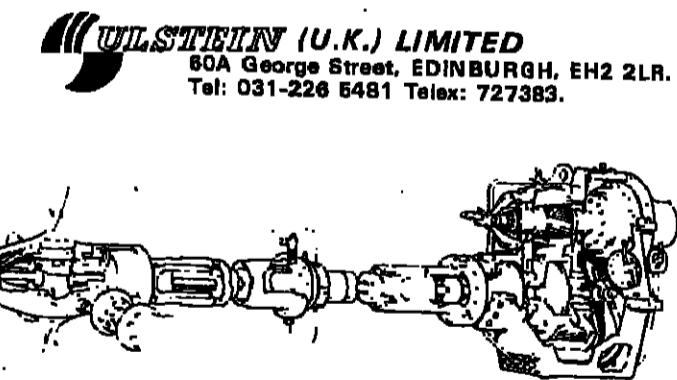
Against this heavy political background, the actual fishing hardware on display seemed to take a back seat.

What was seen from the stands, was a heavy emphasis on processing equipment, reflecting the general fish supply situation throughout the world. Getting the most out of what fish is available seemed to be the name of the game.

We will be looking at some of the most interesting products at the show in *Fishing News* shortly.

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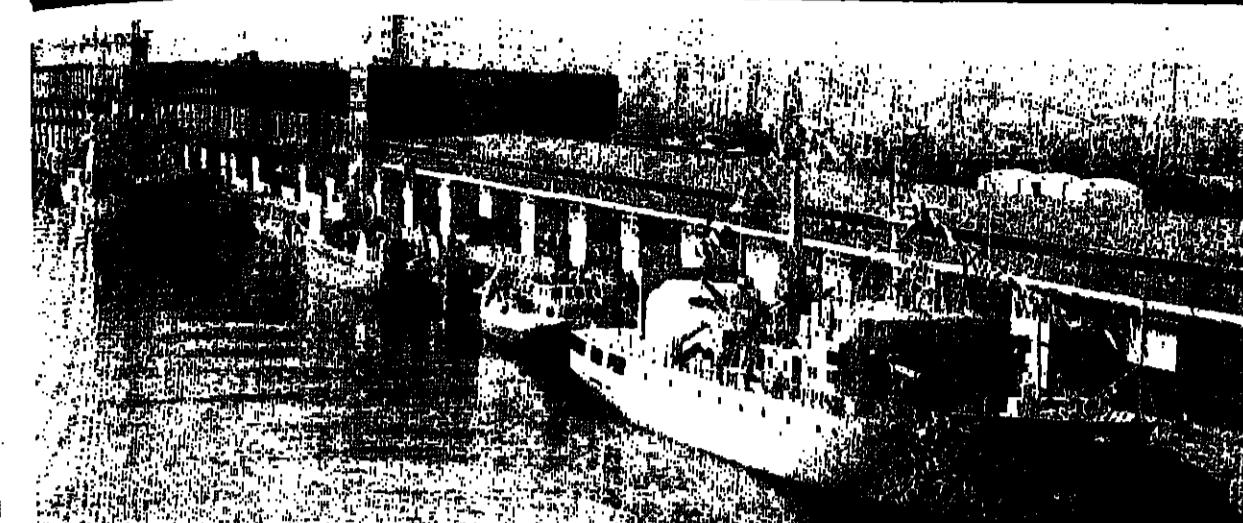
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FISHING NEWS

FISHING EXHIBITION—HALIFAX



Demonstration ships moored outside the exhibition hall in Halifax. Attracting attention was the 85ft. *Brands*, a Canadian multi-purpose research trawler, on the two public viewing days. It was hard to contain the waiting queues of visitors. It seemed as if the whole province of Nova Scotia had turned out for the show.



The exhibition was opened by Nova Scotia Premier Gerald Regan (right). Also speaking at the opening was the Canadian Minister of Fisheries Romeo LeBlanc (left).

ART OF SCOTTISH SEINING



Skipper 'Davie' Smith.

SUGGESTIONS that Scottish fishermen were conservative in the design of their boats were firmly denied in Canada, last week.

"Some of the alternatives I've seen on offer would be more suitable for going to the moon than fishing the North Sea in winter," said Skipper 'Davie' Smith from Anstruther. Scotland's top earning seine net skipper with *Argonaut IV*. Skipper Smith was speaking at a Fishermen's Forum arranged in conjunction with the World Fishing Exhibition.

While most of the participants at the conference had little knowledge of

Scottish-type seinining, there was enthusiastic applause and a lot of questions at the end of Skipper Smith's talk, which he illustrated with a film made aboard his boat.

The modern conventional seiner took a long time to evolve explained Skipper Smith. The fact that they are among the most profitable boats for their size in the world is proof of their suitability for the job.

Turning to the development of seine net gear, Skipper Smith said that the introduction of the hydraulic power block had been mainly responsible for the present prosperity of the Scottish fleet. Big hauls of fish lost

because they were unmanageable in bad weather were handled quite easily with the power block.

Hauling with a power block meant that the net could be simultaneously flaked down ready for shooting. With a drum it would have to be hauled off again prior to shooting.

As the boats became bigger and more powerful, manila seine ropes were replaced with heavier synthetic ropes and this brought problems.

Sometimes up to 14 coils of 3½in. circ. rope on each side had to be handled. This was resolved by the introduction of rope reels. Ten years ago, Skipper

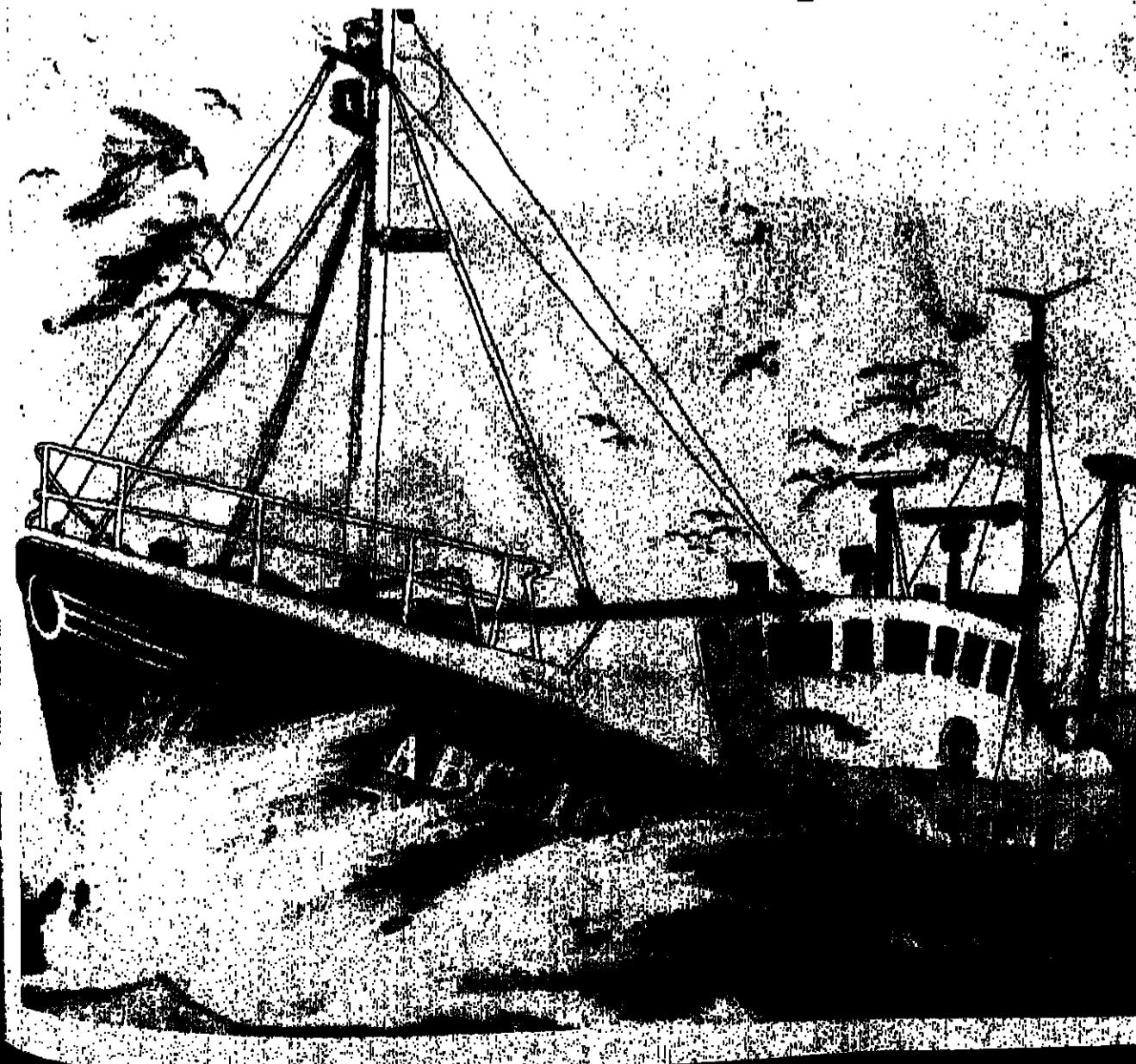
Smith pointed out that his boat *Argonaut III* was the first Scottish seiner to have a power block; four years later she was the first to have rope reels. Now, nearly all the seine fleet has this equipment.

Another development of great importance to the seine net fleet was the introduction of the variable speed hydraulic winch. The flexibility this gave in relation to various propeller speeds, said Skipper Smith, had been a great advantage for Scottish seinining.

With most of the Scottish seine net fleet comprised of boats between 70ft. and 80ft. and with engines ranging from 200-600hp, Skipper Smith said he believed that power was not all that important when it came to the actual fishing operation. The only advantage from a big engine was in cutting down time to and from the grounds. The ability to be able to distinguish between hard and soft ground is all important in seinining. Fishing generally takes place on soft ground and most boats use two echounders. One on a frequency of around 30 KC's using a fairly wide beam oscillator with good side lobes for ground discrimination. The second echounder has a higher frequency and a

Continued on page 10

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Ship damaged in mercy run

THOMAS Hamling and Co.'s 659-ton trawler *St. Gerontius* (Sk. D. Platten) is at Tyneside after landing a £46,093 catch at Hull last week.

She is expected to be out of service for about six weeks after sustaining considerable starboard damage during an incident when homeward bound from the Bear Island grounds with 1,324 kits.

St. Gerontius had been among vessels answering a call for assistance put out off the Shetlands by the fire-stricken tug *Captain Craig*, which had been towing a barge about 300 ft. long until the tow lines fouled an underwater obstruction and parted.

At the time of the Mayday call *St. Gerontius* was about 20 miles. A helicopter took off the ten-man crew of the

damaged tug and landed them at Lerwick.

While *St. Gerontius* endeavoured to take the barge in tow a part of it hit and damaged the trawler midship during a heavy swell.

She had to abandon her towing attempt and completed her homeward run unaided.

The fire-damaged tug and the barge it had been towing were both taken to Lerwick by other vessels.

St. Gerontius was one of three vessels damaged to varying extents when answering the Mayday call. The other two were the *Seaforth Challenger*, the first arrival on the scene, and the Lerwick lifeboat. *Seaforth Challenger* was stated to have damaged her bow and to have a rope entangled in her propeller while Lerwick lifeboat damaged her fenders.

Tropical find at Hornsea



UNUSUAL marine animals attached to a steel float were found when Robert Rollins hauled up his crab pots two miles east of Hornsea.

He asked Alan Howard, a marine biologist from the Fisheries Laboratory, Burnham-on-Crouch, to take a look at his catch.

Mr. Howard explained: "These creatures are gone barnacles which are a tropical species not normally found in the North Sea. I have only seen them before in museums and as specimens at University."

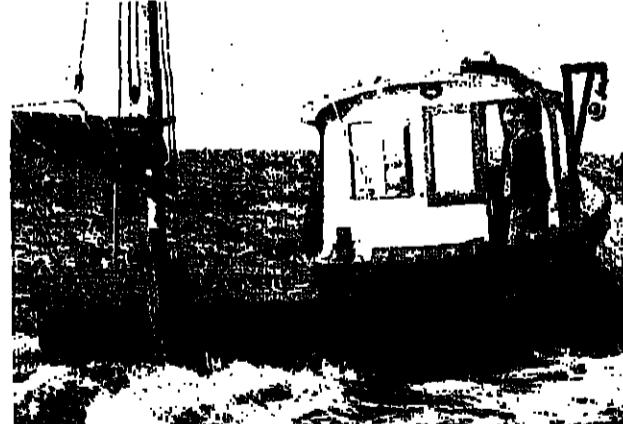
The goose barnacles have been kept and sent to the Natural History Museum in London.

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'Suffolk Monarch' - top landings

SKIPPER D. P. 'Rogie' Smith brought his vessel, Small & Co's stern trawler *Suffolk Monarch*, into land at Lowestoft on Monday, last week, and topped the week's earning list with a £13,058 grossing from a 440 kit catch landed after 12 days at sea.

Second place went to Tallisman's side trawler *Underley Queen* (Sk. Micky Reeder) which on Wednesday landed a 388 kit catch after 12 days out, to gross £12,098.

Third

The next three places also went to Tallisman owned vessels, *Oulton Queen* (Sk. Alan Hutchinson), being third with a £11,861 grossing on Monday from a 424 kit landing made after 12 days out.

In fourth place was the stern trawler *Queens* (Sk. Colin Craig) which after a 12

Winter warnings of restricted fish supplies

WITH supplies of wet-fish below 20,000 kits for the second successive week Grimsby received yet another warning of what may lie ahead this winter last week as supplies from the middle waters were restricted to only four landings.

In the past year the port has come to rely heavily upon the middle water section,

which offers a much wider range of fish than from distant water grounds, and although it was largely an artificial shortage created through delayed sailings during the recent ice factory disputes, it triggered off some panic buying.

Indeed the real threat of very serious fish famine was only narrowly averted by a spate of distant water landings from seven trawlers, at times even they could not prevent demand outstripping the supplies.

For once, BUT's grip on

the problems arising from the ice disputes and not a single single-boat trawler was landed.

However there were two excellent trips by the pair teams *Carl Borum* (Skipper Regner Borum), and *Jacqueline Borum* (Skipper Jan Borum) and Jean Scott (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Pulfrey) which both topped £31,000.

By a mere £34 the *Borum* on 281,842 combined just nudged ahead. Seiner returns were fairly evenly spread amongst the various agencies, but last week it was the turn of Allard, Hewson's *Helena Gertsen* (Skipper Jorgen Gertsen) to collect the plum trip of £7,788 from 22 kits of quality flats.

Boston Comanche picked up 1,579 kits, the week's top grossing, in the distant water section from a 26-day trip.

The one-time distant water returned from 17 days to the Westerlies with a 975-kit turn-out, mostly cod and haddock, to gross £31,905.

BUT did manage second spot from *Ross Cougar* with £27,154 from 858 kits, while *Consolidated Carlisle* was third best on £21,237 from 717 kits, a long way ahead of Taylor's only landing from Tokio on £12,085 from just 465 kits.

Disappointment

Recent disappointments by

the Boston Group's vessels

were shaded when *Boston Comanche* (Skipper Albert Hollington) picked up the week's top grossing from a 26-day trip to Bear Island which produced 1,579 kits, almost entirely codstuffs, in the distant water section.

The firm also did well with

Prince Philip (Skipper Ray Harries) which pulled in

£40,367 from a fine trip of 26 days on the same grounds.

The only other trawler to

press *Boston Comanche* for

her number one spot was

BUT's *Ross Renown*

(Skipper Wally Wilson).

She completed 22 days to

the White Seas with a cracking

turnout of codstuffs in 1,323

kits to chalk up £52,028.

These grossings reflected

the high prices paid for all forms of fish.

North Sea landings were

also down as a consequence of

WOOD BOAT 'FEEL'

SIR, We read with interest your article in Fishing News, September 2, on George Weatherill. Mr. Jarman is to be congratulated on his far sightedness in building MFV's four years ago in the relatively new material. We are pleased that the hull has proved the manufacturers, Halmatic, construction to be equally good.

It is also gratifying to read skipper as Ian Britton finds that such an experienced

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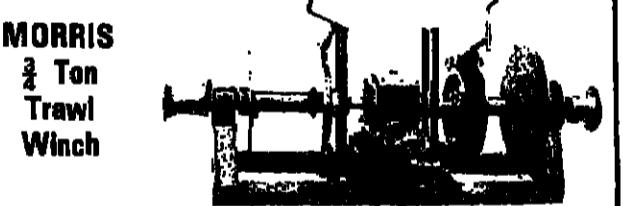
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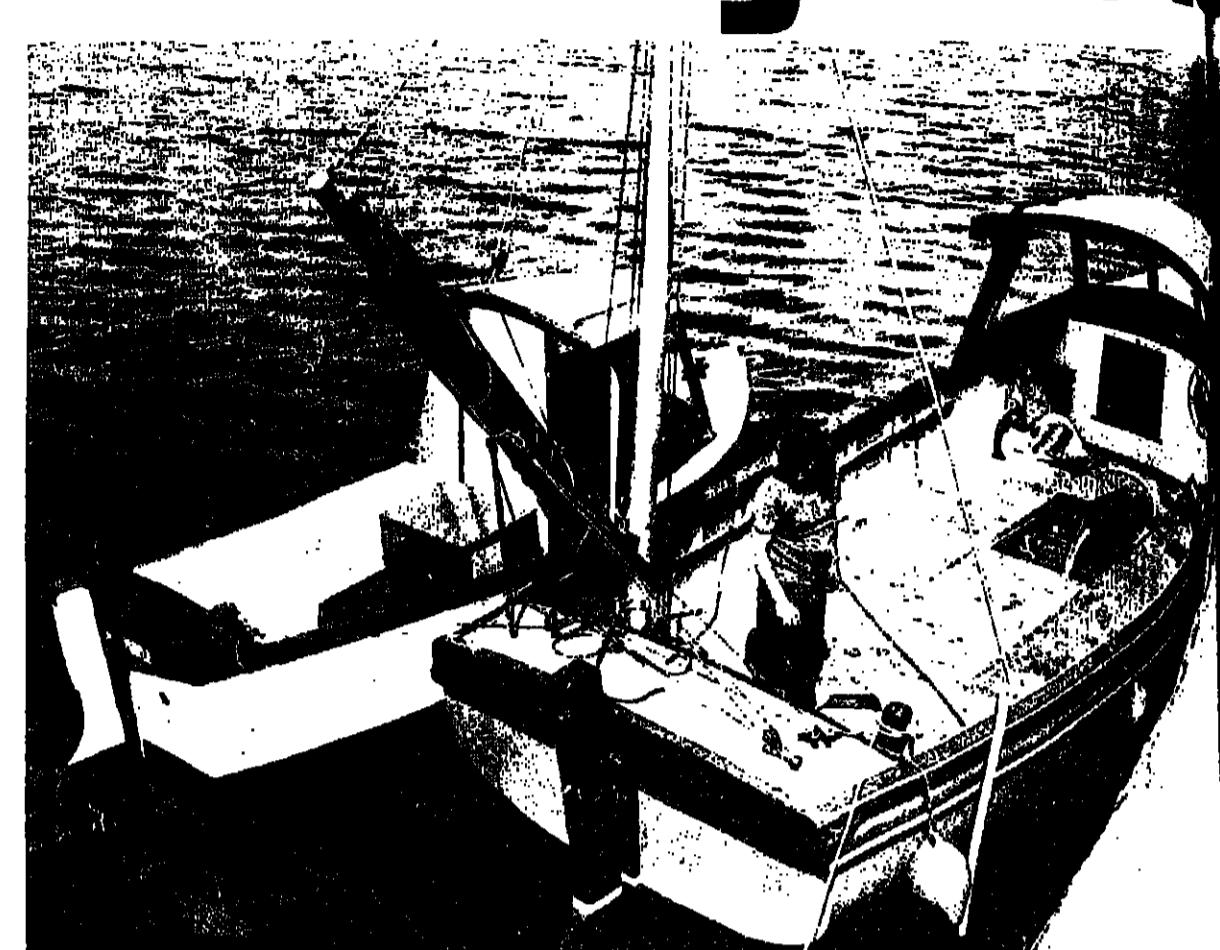
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Cornish yard to offer GRP boat kits



Two Boys and Pamela, side by side. Two Boys is one of the little 15ft. "Cove Boats" designed by Gary Mitchell, Pamela vessel for a Guernsey fisherman. Their builder, Trevee Marine, will shortly have both these GRP hulls available in kit form.

CORNISH GRP boat-builder Trevee Marine has launched four boats in one day. The firm has gained an export order to send a boat to Indonesia and is to produce boats in kits.

The four boats — three 15ft. GRP Gary Mitchell designed Cove Boats and the DS25 craft Pamela — went out on sea trials during the same week. Pamela had already been on a trip to Hull where she was displayed at the Catch '77 fisheries exhibition.

The Cove Boats are for customers at the Cornish ports of Fowey and Hayle. Bonnie, the boat for Fowey, is open and has ply decks and an after locker large enough to store the engine.

Like the other Cove Boats, she has such a heavy GRP lay-up, including transverse frames throughout, that no thwarts are necessary.

For economy, the owner chose a Seagull Silver Century Plus engine which will be supplemented with an inboard

allows standing room. She has an after deck and locker, and wheel and tiller steering, and is powered by a new 8.75 Lister ST1MGR2 swinging a 10in. x 11in. propeller.

This boat, to be used for angling trips from Hayle, achieved an average speed of about 7 knots.

Pamela has been delivered to Guernsey for Dick Tostevin of Roquaine Shellfish Ponds. Although he will be using this boat mainly for netting and angling trips, Mr Tostevin specifically requested a multi-purpose vessel suitable for single-handed use.

She is, therefore, fitted with a Seawinch combination type 1C line/pot hauler, with the fabrications having been designed and constructed by Mike Watkin, director chief engineer of Trevee Marine.

Export order

She is fitted with a new Lister STW3MGR2, 3-cylinder, 2:1 reduction engine. On the trip to Guernsey she had an average speed of 7.75 knots and used approximately 1 gallon of fuel per hour. She has created a tremendous amount of interest since her arrival in the Channel Islands.

Trevee's first export order is

for a Cove Boat to go to Indonesia as a purse seine skiff.

She is to be an open boat with added fabrications such as lifting rigs and net chute. The engine is to be a Lister ST1MGR2.

Kit boats is the latest development by Trevee. It has an order for a DS25 kit which will cost around the £5,000 mark, less engine. The hull will be supplied complete and woodwork cut out.

Prices are now being worked out for Cove Boat kits. £580 for an open version, less engine, is expected to be the starting price.

Reconditioned engine

She is fitted out with an after seat and locker plus a fore deck and locker. The engine is a reconditioned Stuart Turner 8, swinging a 12in. x 10in. propeller, and the auxiliary is a Seagull Silver Century Plus mounted on a bracket. On her sea trials she achieved 7½ knots.

The second Cove Boat for Hayle, Two Boys is fitted out with a spacious forward cuddy which

Jobs at risk as herring stocks fade

THE SAD consequences of the signs that misled and the advice that was wrong are noted by the Fishery Economics Research Unit of the White Fish Authority in a brief survey of Employment in the British Herring Industry. The survey might more appropriately have been headed "non-employment", for this is the looming problem it outlines.

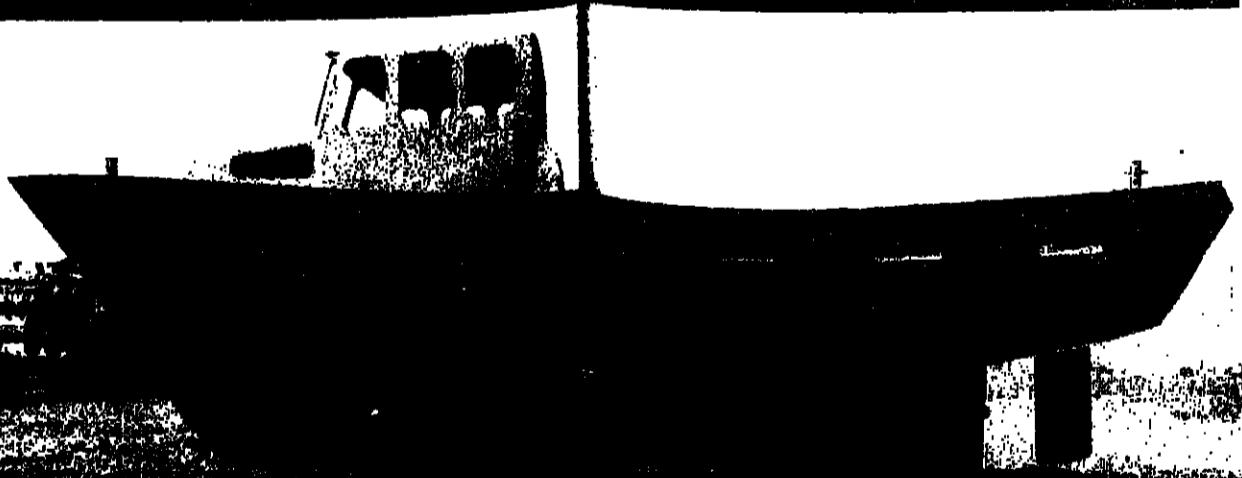
With the catch sharply down from the big years of the early 1970s, and now with the closure of the North Sea fishery, many jobs are now at risk in the processing and handling sections of the industry ashore. It appears that nearly 2500 people (23 per cent of all those engaged in fish processing in Scotland) are "connected" with herring.

This proportion goes up sharply in places such as Fraserburgh where more than half the local process workers are in the herring industry. But Shetland processors are the hardest hit. "This is the destruction of the herring industry as it once was in Shetland," one of them told FERU.

Assured
Even as late as February 1972, processors were being assured by the scientists that the total west coast catch was not too high and that the stock could stand a haul somewhere between 125,000 and 250,000 tons. By 1975 it was realised that recruitment to the stock had been overestimated.

Now, plant designed mainly for the large-scale production of herring products either close down or try to diversify. In the 1980s rising catches especially by British vessels to the west of

Steel build to speed up



Production line for budget price hull

HULL STEEL CRAFT is to set up a production line to produce even more of its basic, but inexpensive steel hulls.

Just being sent away from the yard is the 25ft. hull which will be completed for Bill Hodgeson to fish the Solway from Workington.

With a forward wheelhouse, rudder, stern tube and engine beds ready fitted, the 25-footer leaves the yard for £1,485; open versions sell for £1,185.

Partners, Messrs. Peterson and Leighton, have nearly finished fitting out the 30ft. long hull displayed at Hull's Catch '77 show in June. This forward wheelhouse craft will go trawling in the Humber.

Hulls leave the yard at the rate of over one a week ready for fitting out. Recent deliveries include an aft 26-footer and a 37-footer.

Mr. J. Henderson of Dunaverty Marine, of local yards, Kyle, has taken delivery of the 30ft. long hull through fitting a 30-footer West Solent Boatbuilders.

HIB asked to relax small port landing regulation

ROSS and Cromarty District Council is appealing to the Herring Industry Board to allow larger boats to land herring at small Scottish west coast ports not on the official list.

For a number of years the HIB has prohibited, with minor exceptions, the first sale of herring at places in the Minches other than Oban, Mallaig, Ullapool, Uig, Stornoway and Loch Boidale during the autumn and winter seasons.

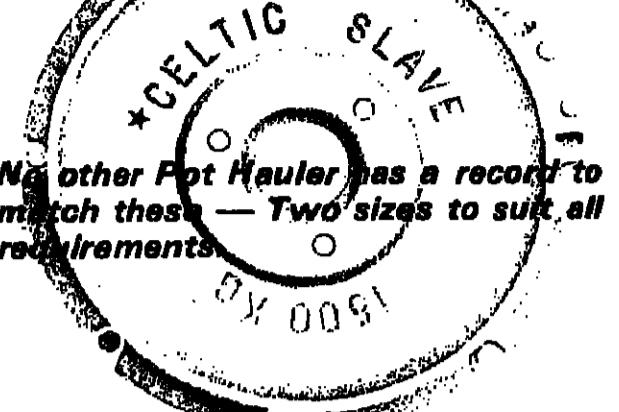
The Board has stipulated that boats involved in the minor exceptions should not exceed 35 ft. in overall length.

Restricted

The Council, however, believes that this is a restrictive practice and is to appeal to the Board that boats up to 50 ft. should be allowed to use small ports and that the limit on catches should be increased.

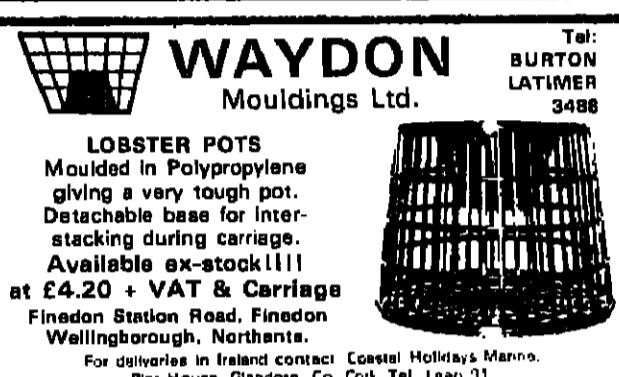
Council members are also to recommend that drift netters should be exempted from the restriction and that the ports of Garlieston and the port of Arbroath should be added to the list of places at which herring could be landed.

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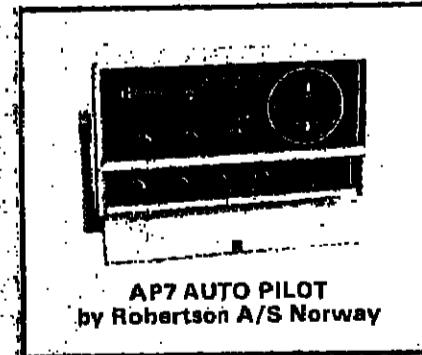


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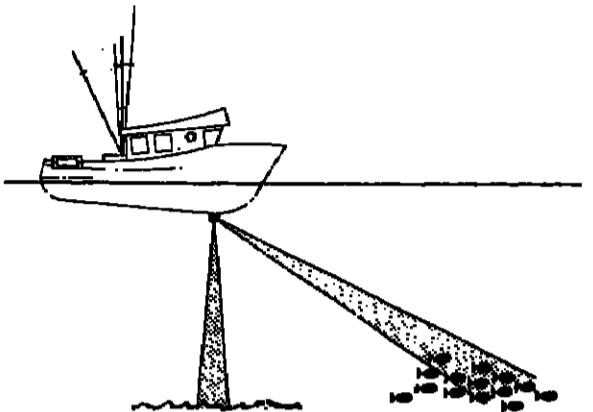
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March 11, 1977

FISHING NEWS

Traps for Jumbo lobsters

"BECAUSE of some catches of large lobsters made with hoop nets here recently, we think it might pay to set a few pots with far larger entrances than the 4in. (114 mm) entrances of those we normally use. It would help us to decide about dimensions etc., if you would send us information about jumbo lobsters, traps in which they are mostly likely to be caught and where they are obtainable."

"We should also like to know where to get or how to make a proper measuring gauge."

The Northern Lobster (*Homarus americanus*) grows to a length of over 3ft. (914mm). Largest caught so far — in a trawl off the coast of North America — weighed 42lb or a little over 19 kilos.

In this country a European lobster (*Homarus gammarus*), 3ft. long and weighing 16 lb. 3 oz. (over 7 kg) was caught by naval divers in Portsmouth Harbour in an open basket type trap baited with whelks.

Other jumbo lobsters taken in British waters include a 13 lb. (6 kg) specimen landed at Gorran Haven and 11½ lb. (5 kg) specimens taken in pots off Mevagissey and Lundy Island.

About ten years ago lobster fishermen on the east coast of North America began trawling for lobsters in depths as great as 300 fathoms. They became so successful with their trawls that during a two year period 1964-1966 they caught nearly 10 million pounds of them.

Later, however, catches began to fall off. The clean grounds were over-fished and trawls could not be used on the rough ones. So they started using specially designed, large deep sea pots on the rough grounds.

They were made of steel because wooden ones would not stand up to the battering they received in the highly mechanised craft used for offshore lobstering.

Bare steel and wire pots were later superceded by pots made of vinyl clad, galvanised

John Burgess' Log



Want to be a skipper?

IF YOUR ambition is to acquire a second hand's certificate to become in due course skipper of a fishing vessel, the first step to take is to obtain a copy of the regulations concerning examinations for Certificates of Competency, Skippers and Second Hands of Fishing Boats.

They are published by Her Majesty's Stationery Office.

The second is to arrange to have an eyesight test in the hope of obtaining a valid test certificate, without which you cannot obtain any Certificate

of Competency.

The third, I suggest, is to buy a copy of *Navigational Primer for Fishermen*. It includes most of the information you will need to know for the examination.

The primer has been written by Captain F. J. Howell MBE who, for the last ten years or so, has conducted courses in Devon and correspondence courses for aspiring second hands.

The author, who holds Further Education Teacher's Certificate is the Fisheries Organisation Society's Honorary Consultant to training, known not only what candidates need to know but how to impart the knowledge.

This is proven both by the extraordinarily high percentage of passes gained by his pupils.

The book contains chapters on the compass, charts and navigational publications, chartwork, the sextant, and traverse tables, nautical astronomy, ship stability and on miscellaneous matters such as how to make use of an aneroid barometer, and how to distinguish navigation marks and buoys used in current systems of buoyage.

Included in its 200 pages are no less than 131 figures and illustrations — 21 in colour.

It is obtainable from

Fishing News Books Ltd., 1

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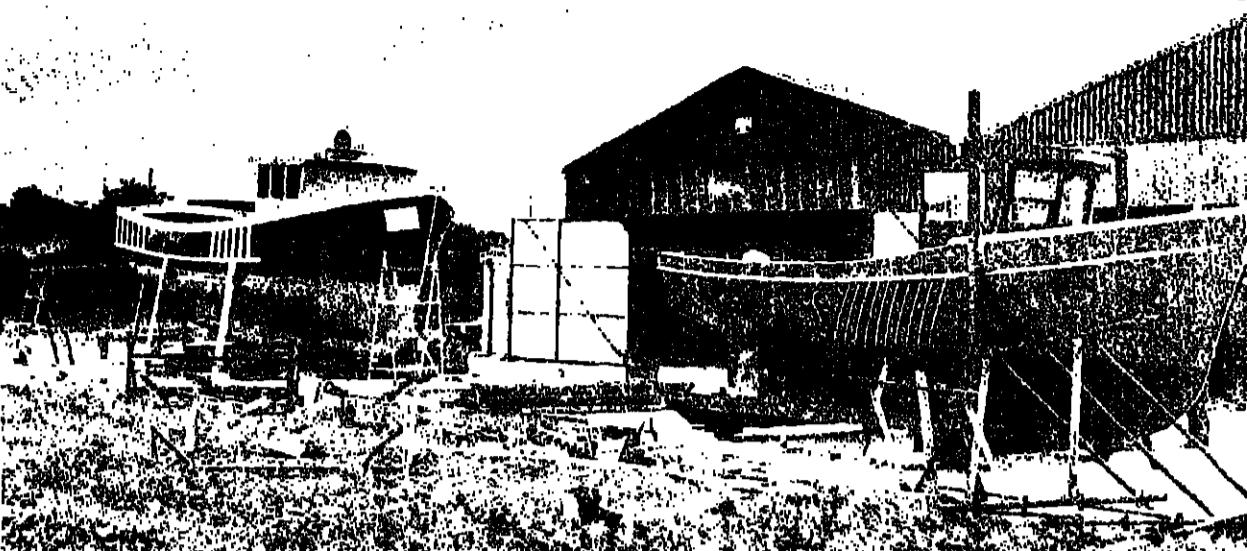
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September 16, 1977

FISHING NEWS

GRP hulls catch on in Ireland



THE SUCCESS that the Cornish firm of Cygnus Marine has achieved with its range of GRP hulls in the UK looks like being repeated in Eire.

Now that Cygnus hulls have been approved by B.I.M. the O'Driscoll boatyard at Carrigaline, Co. Cork, has swung into full production, fitting out Cygnus hulls for Irish fishermen.

This picture taken recently

at O'Driscoll's new

10,000 sq. ft. yard on the

Owensbue river shows a

Cygnus GM36-footer (left)

nearing completion for John

Doohan of Tory Island, Co.

Donegal. The other vessel is

one of O'Driscoll's wooden boats.

The Irish yard has already completed more than 10 Cygnus hulls. Last month

there were two GM-36s,

three GM-28s and one GM-

21 at various stages of com-

pletion there.

Pot markers
could
cost lives
says RNLI

LIFEBOATMEN have complained at the "cluttering up" of the narrow sea passage off Redcar by lobster pot marker buoys.

The department of Trade and Industry has been asked to investigate.

Redcar RNLI claims that the buoys are hampering sea rescues. Cox Dave Buckworth, considers that lives could be lost by delays.

Passage

It is essential that the lifeboat should have a clear passage to the open sea.

Only recently a rescue was "made very tricky" because of the marker buoys and the appeal to the department is to try and get the position sorted out.

North Sea oil-spill: fish stocks seem clean

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SALMON SPREE

ANOTHER big landing of drift net caught salmon has been made at Whitby. Nearly 1,000 fish were taken in one day up to 10 miles off shore.

The total weight of the organisms exposed beneath the oil slick showed no adverse effects and plankton samples taken appeared normal.

Detailed chemical analysis of fish caught in the area showed no evidence of oil contamination, and a taste trial

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